
CHAPTER 13: FINANCIAL ANALYSIS

The financial analysis is intended to show that funding is reasonably available to implement the recommendations of this plan. This is accomplished through a detailed analysis of transportation expenditures versus revenues. To be fiscally constrained the revenues have to exceed the expenditures. Also, included in the financial analysis section are a description of the different types of funding options available to the Tribe.

Transportation Road Maintenance and Construction

The anticipated needs or expenditures are estimated based on proposed project needs from the TTIP and road maintenance cost (**Table 13-1**). The MITW road maintenance costs were calculated using road maintenance figures from the Fiscal Year 2008-2012 BIA Road Maintenance Monthly Expenditure Report to develop a Compound Annual Growth Rate (CAGR). The CAGR was used on the 2012 figure to project the MITW road maintenance cost out to 2040. The MITW Construction expenditure was taken from the most current TTIP (FY-2013-2017) and used as a constant throughout the forecast because the BIA funding is so fluid and difficult to project.

Revenue projections are based on historic spending levels (**Table 13-2**). The Department of Interior (DOI) funds were taken from the Fiscal Year 2008-2012 BIA Road Maintenance Monthly Expenditure Report. The DOI average was taken from the DOI reported figures and used to project to 2040. The BIA revenues were calculated by the 2012 to 2016 estimates provided by the BIA. The 2012 to 2016 estimates were added and an average was calculated. The average was multiplied by five years to get the total 2012 to 2016 estimate. The 2012 to 2016 estimate was used as a constant throughout the forecast.

In all cases, except for road maintenance, expenditures and revenues were averaged over a number of years and used as a constant to project to 2040. The reason existing expenditures and revenues were held constant for the prediction is because the funding levels are very fluid. Meaning there is no definitive trend apparent from the data. There are so many different factors (political, socioeconomics....) affecting funding that there is no efficient way to predict funding increases or decreases for the future.

Over the life of the plan, expenditures are projected around \$52 million, while anticipated funding is estimated around \$55 million (**Table 13-3**). While this is enough to complete additional major projects, the difference allows the flexibility to add smaller projects or studies as part of future updates and the overall long-range planning process.

Table 13-1. MITW Expenditures

Years	Road Maintenance	Construction
2012-2016	\$3,544,586.49	\$4,763,896.00
2017-2021	\$3,658,189.42	\$4,763,896.00
2022-2026	\$3,775,433.29	\$4,763,896.00
2027-2031	\$3,896,434.79	\$4,763,896.00
2032-2036	\$4,021,314.36	\$4,763,896.00
2037-2041	\$4,150,196.27	\$4,763,896.00
Total	\$23,046,154.62	\$28,583,376.00

Source: MITW Tribal Transportation Improvement Program and MITW Community Development Department

Table 13-2. MITW Revenues

Years	DOI Funds	BIA Funds
2012-2016	\$2,391,622.00	\$6,923,418.59
2017-2021	\$2,391,622.00	\$6,923,418.59
2022-2026	\$2,391,622.00	\$6,923,418.59
2027-2031	\$2,391,622.00	\$6,923,418.59
2032-2036	\$2,391,622.00	\$6,923,418.59
2037-2041	\$2,391,622.00	\$6,923,418.59
Total	\$14,349,732.00	\$41,540,511.52

Source: MITW Community Development Department and BIA

Table 13-3. MITW Demonstration of Constraint, Revenues versus Expenditures

Years	MITW Revenues	MITW Expenditures
2012-2016	\$9,315,040.59	\$8,308,482.49
2017-2021	\$9,315,040.59	\$8,422,085.42
2022-2026	\$9,315,040.59	\$8,539,329.29
2027-2031	\$9,315,040.59	\$8,660,330.79
2032-2036	\$9,315,040.59	\$8,785,210.36
2037-2041	\$9,315,040.59	\$8,914,092.27
Total	\$55,890,243.52	\$51,629,530.62

Transit

The Menominee DTS receives a variety of funding sources that translate directly to transit operations or capital projects. **Table 13-4.** depicts the Menominee DTS's funding revenue from fiscal year 2008 to 2012. Transit revenue was projected out five years, which is typically done with transit development plans, to determine fiscal responsibility. Revenue projections are inherently fiscally constraint because all revenues translate into either transit operations or capital projects. A CAGR was applied to those revenues that have historical trends and those that don't were averaged.

Table 13-4. MITW Department of Transit Service Revenue											
	Revenue					Projected Revenue					
Funding Source	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018
Section 5311 Operating Assistance State & Federal	\$476,380	\$521,874	\$479,945	\$758,391	\$1,162,788	\$1,498,117	\$1,498,117	\$1,498,117	\$1,498,117	\$1,498,117	\$1,498,117
BIA Funds	\$475,000	\$241,000	\$100,000	\$124,000	\$82,200	\$82,200	\$82,200	\$82,200	\$82,200	\$82,200	\$82,200
Menominee Co. Section 85.21 Specialized Transportation	\$75,834	\$77,461	\$79,176	\$81,740	\$81,740	\$81,740	\$81,740	\$81,740	\$81,740	\$81,740	\$81,740
Langlade County Section 85.21 Specialized Transportation	-	-	-	\$84,241	\$84,241	\$81,740	\$81,740	\$81,740	\$81,740	\$81,740	\$81,740
Menominee Indian Tribe of Wisconsin	NA	\$413,403	\$407,072	\$386,626	\$419,772	\$361,570	\$361,570	\$361,570	\$361,570	\$361,570	\$361,570
S.T.R.A.P. Expansion of services	\$515,402	\$515,402	\$455,730	\$359,352	\$363,080	\$837,917	\$0	\$0	\$0	\$0	\$0
New Freedom	-	\$86,102	\$54,431	-	-	-	-	-	-	-	-
Section 5311 (c) Tribal Transit Grant	\$150,000	\$25,000	-	\$438,885	\$475,000	\$1,098,681	\$1,098,681	\$1,098,681	\$1,098,681	\$1,098,681	\$1,098,681
Section 5311 Capital Assistance	\$1,600,000	\$4,308,000	\$998,769	\$1,006,978	\$1,394,523	\$1,616,358	\$1,415,636	\$1,415,636	\$1,415,636	\$1,415,636	\$1,415,636

Note: The projections are estimates based off of current data and trends and can change depending on political, land use and socioeconomic factors. Projections should be used as a planning tool and not as fact.

Funding

An important consideration in identifying and implementing transportation projects is funding. The following is a list of federal funding opportunities:

MAP-21 continues to acknowledge the importance of access to federal and tribal lands. Recognizing the need for all public Federal and tribal transportation facilities to be treated under uniform policies similar to the policies that apply to Federal-aid highways and other public transportation facilities, MAP-21 creates a unified program for Federal lands transportation facilities, Federal lands access transportation facilities, and tribal transportation facilities.

Federal Lands Transportation Program

The Federal Lands Transportation Program provides \$300 million annually for projects that improve access within the Federal estate, such as national forests and national recreation areas, on infrastructure owned by the Federal government. This program combines the former Park Roads and Refuge Roads programs, and adds three new Federal land management agency (FLMA) partners. A portion of the funds will support traditional partner agencies at current funding levels, with new partners competing for a modest portion. All FLMA partners will administer the program using a new performance management model.

Tribal Transportation Program

The Tribal Transportation Program provides \$450 million annually for projects that improve access to and within Tribal lands. This program generally continues the existing Indian Reservation Roads program, while adding new set asides for tribal bridge projects (in lieu of the existing Indian Reservation Road Bridge program) and tribal safety projects. It continues to provide set asides for program management and oversight and tribal transportation planning. A new statutory formula for distributing funds among tribes, based on tribal population, road mileage, and average funding under SAFETEA-LU, plus an equity provision, is to be phased in over a four year period.

Tribal High Priority Projects Program

MAP-21 also authorizes the Tribal High Priority Projects Program, a discretionary program modeled on an earlier program that was funded by set aside from the Indian Reservation Roads Program. MAP-21 provides \$30 million per year from the General fund (subject to appropriation) for this new program.¹

¹ <http://www.fhwa.dot.gov/map21/summaryinfo.cfm>

Highway Safety Improvement Program

Safety throughout all transportation programs remains DOT's number one priority. MAP-21 continues the successful HSIP, with average annual funding of \$2.4 billion, including \$220 million per year for the Rail-Highway Crossings program.

The HSIP emphasizes a data-driven, strategic approach to improving highway safety on all public roads that focuses on performance. The foundation for this approach is a safety data system, which each State is required to have to identify key safety problems, establish their relative severity, and then adopt strategic and performance-based goals to maximize safety. Every State is required to develop a Strategic Highway Safety Plan (SHSP) that lays out strategies to address these key safety problems. Every State now has an SHSP in place, and MAP-21 ensures ongoing progress toward achieving safety targets by requiring regular plan updates and defining a clear linkage between behavioral (NHTSA funded) State safety programs and the SHSP. A State that fails to have an approved updated plan will not be eligible to receive additional obligation limitation during the overall redistribution of unused obligation limitation that takes place during the last part of the fiscal year. The SHSP remains a statewide coordinated plan developed in cooperation with a broad range of multidisciplinary stakeholders.

Safety Performance

States will set targets for the number of serious injuries and fatalities and the number per vehicle mile of travel. If a State fails to make progress toward its safety targets, it will have to devote a certain portion of its formula obligation limitation to the safety program and submit an annual implementation plan on how the State will make progress to meet performance targets. Although MAP-21 eliminates the requirement for every State to set aside funds for High Risk Rural Roads, a State is required to obligate funds for this purpose if the fatality rate on such roads increases.

The Secretary is required to carry out a study of High Risk Rural Road "best practices." States are required to incorporate strategies focused on older drivers and pedestrians if fatalities and injuries per capita for those groups increase.²

Small Urban and Rural Public Transit Systems - Section 5311 Program

The Federal Transit Act, as amended, authorizes a program of Federal financial aid for operating assistance and capital grant projects for public transportation programs in rural and small urban areas. Known as the Section 5311 program, it is designed to enhance access of people in non-urbanized areas (i.e., areas with a population of less than 50,000) for purposes such as health care, shopping, education, recreation, public service, and employment, by encouraging the maintenance, development, improvement, and use of public transportation services. Most public transportation services in non-urbanized areas are potentially eligible for Federal aids under Section 5311.³

² <http://www.fhwa.dot.gov/map21/summaryinfo.cfm>

³ <http://www.dot.wisconsin.gov/localgov/transit/ruralsmall.htm>

Specialized Transportation Assistance Program For Counties - Statutory Reference: s.85.21

85.21 is a State funded program which began in 1978 for Wisconsin Counties. Allocations are set by formula based on the proportion of the state's elderly and disabled population located in each county, subject to the following minimum:

- no county can receive less than 1/2% of the total annual appropriation (\$68,117 in 2012)
- Eligible Expenditures:
 - Directly provide service;
 - Purchase transportation service from any public or private organization;
 - Directly reimburse elderly or disabled passengers for their use of transportation service;
 - Volunteer driver escort reimbursement;
 - Reimburse elderly or disabled persons for use of their personal means of transportation under certain conditions;
 - Perform or purchase planning or management studies on transportation;
 - Coordinate transportation services;
 - Perform or purchase in-service training relating to transportation service;
 - Purchase capital equipment for transportation service.
- Local Match: 20% cash
- Option to establish a trust for capital or future expenses (59 counties as of 9/1/10)
- Nearly 4 million trips provided in 2008
- Trip purpose priorities are allowed as an administrative policy when needs exceed resources
- Co-payments (fares or donations) are at option of the county⁴

Enhanced Mobility of Seniors and Individuals with Disabilities program (5310)

This program is intended to enhance mobility for seniors and persons with disabilities by providing funds for programs to serve the special needs of transit-dependent populations beyond traditional public transportation services and Americans with Disabilities Act (ADA) complementary paratransit services.

Eligible Recipients

- States (for all areas under 200,000 in population) and designated recipients.
- Subrecipients: states or local government authorities, private non-profit organizations, or operators of public transportation that receive a grant indirectly through a recipient.

Eligible Activities

- At least 55% of program funds must be used on capital projects that are:
 - Public transportation projects planned, designed, and carried out to meet the special needs of seniors and individuals with disabilities when public transportation is insufficient, inappropriate, or unavailable.
- The remaining 45% may be used for:
 - Public transportation projects that exceed the requirements of the ADA.
 - Public transportation projects that improve access to fixed-route service and decrease reliance by individuals with disabilities on complementary paratransit.

⁴ <http://www.dot.wisconsin.gov/localgov/transit/countyelderly.htm>

-
- Alternatives to public transportation that assist seniors and individuals with disabilities.⁵

Note: Supplemental Transportation Rural Assistance Program (STRAP) is no longer being solicited. New Freedom program (Section 5317) has expired as of September 30, 2012 as a result of MAP-21 legislation consolidation. Activities eligible under the former New Freedom program are now eligible under the Enhanced Mobility of Seniors and Individuals with Disabilities program (5310).

⁵ http://www.fta.dot.gov/documents/MAP-21_Fact_Sheet_-_Enhanced_Mobility_of_Seniors_and_Individuals_with_Disabilities.pdf